

JAMES GORDON BENNETT,
PUBLISHER AND EDITOR.

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AMUSEMENTS TONIGHT.

BROADWAY THEATRE. Broadway—ANDY BLAKE—
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over the Boshars a G. H. Mr. Scott had been refused permission to pass through France on his way from England to St. Louis. Money was in less active demand and easier. Cotton was firm. The Liverpool market steady.

One of our correspondents states that the Atlantic lay off Hvalde fifteen miles, being unable to enter the port, and that during these fifteen hours no one had been seen. A vessel of the name of the "Hvalde" was seen on the 10th inst. and was seen on the 10th inst. and was seen on the 10th inst.

THE ARCTIC BOATS.
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canvassed a new line between the Arctic and the South, broad, deep and direct; and the general opinion was that he had elected, would become the pliant instrument of W. H. Seward and his anti-slavery designs, and the whole country to the support of the more ardent New Hampshire politician. The defeat of Scott was astounding; but it was not a party triumph on the side of Pierce. It was a popular uprising—the outbreak of a popular revolution—the first bold dash of the people from their party shackles; and all our subsequent political reactions have been but the shifting advances of this revolutionary movement of "popular sovereignty."

It was thought, on the election of Pierce, from the utter prostration and demoralization of the national whig party, that there was an open course for the victorious democracy for at least twenty years to come. But the decision was short. The popular verdict was set aside and reversed. The fast free soil policy of the administration spoiled the new calculation. The democratic split which followed in New York was but the precursor of a political revolution, compared with which that of 1852 was nothing more than the overture to the opera—a suggestive movement of the popular mind, which can now be understood as utterly regardless of Baltimore conventions and old clapping party trammels. It was mistaken by the Washington politicians for an old fashioned party triumph of the Van Buren regency—the diffusion of independent opinions, by railroads and telegraphs, and through the restless currents of the independent press, having been ignorantly overlooked.

The consequences of these fatal blunders of huckstering and narrow-sighted politicians are before us. The demoralization and disintegration of the late whig party have been rapidly followed by the most merciless "crushing out" of the administration party, from New Hampshire to Missouri, in the recent elections. At this moment the drift, the rubbish, the fragments of the overwhelming democratic cohesion of 1852 are swallowed up among the ephemeral factions of the hour. Within two short years the work is completed. The disastrous defeat of Scott in the one case was not more fatal nor more ignominious than the overwhelming triumph of Pierce has been in the other. The only difference between the two parties is that the one perished from starvation, and the other from a surfeit.

The reconstruction of parties was the next proceeding, and the presence of four distinct State organizations in this November canvass was but the natural consequence of the abundance of the waste and loose materials in the field. But no one of these four parties has been organized with reference to the revival of the old democratic party, the old whig party, or the continuance of the Cabinet party. The bulk of the whigs have been shuffled together for a Northern anti-slavery alliance for the Presidency—the soft shell democrats simply in reference to the holding of the spoils—the hard shells in view of some new national organization; and the Know Nothings in contemplation of a monopoly of the public offices by the natives, to the total exclusion of foreigners and the humiliation of the Irish and the Catholic church. The old whig party, the old democratic party and the administration, have all been literally "crushed out."

Let not the Cabinet organ at Washington flatter itself with the returns for Governor Seymour. Beyond the votes of John Cochrane and his fellow office holders, the administration has had no more weight in behalf of Seymour than the King of the Cannibal Islands. It was that veto of the Maine Liquor law last year that did the business. Clay, Webster, and Fillmore whigs, and whigs who labored and struggled day and night for Scott, have, upon the liquor question, voted for Seymour; and hard shells, whose bitter feelings are those of intense disgust for the Cabinet and Kitchen Cabinet, preferring even bad liquor to the despotism of the Maine law, have stood side by side with the Sachems of Tammany Hall for Seymour. The platform of Seymour, of an acquiescence in the Nebraska bill, with a protest, tally with the standing of the Kitchen Cabinet as understood in the South. Let the Cabinet organ cancel all other issues, and make Governor Seymour's veto of the Maine Liquor law the national test and platform of democracy, and it may claim his vote for Governor as a democratic victory. It would be rank injustice to the liquor interest, wholesale and retail, whig and democratic, to place it upon any other ground.

The most striking and significant feature of this election is the Know Nothing vote for Ullman and Scroggs. Taking the field at the eleventh hour, and canvassing the State in silence and secrecy, in mystery and darkness, the vote which they have polled is positively surprising. It is an exaggeration to suppose it all their own. The repulsive Saratoga, Syracuse and Auburn whig coalition resolutions have swelled the vote of Ullman with no inconsiderable accessions from the silver grays, and the anomalies between softs and hards resulted as a last expedient against Seymour in the transfer of the bulk of the hard shells, we suspect, to the reputed Bengal native candidate, with a sprinkling of old hunkers on the temperance question for Clark.

The general result furnishes us with three valuable conclusions. First, that the Seward anti-slavery fusion in New York has exploded; second, that there can be no reconciliation between the hard and soft divisions of the late democratic party upon the basis of the administration; and third, that the Know Nothings have not joined the Northern whig anti-slavery coalition, but are fighting their own battle as an independent affair. In other States, they have prostrated the administration and the democrats supporting it; in New York, the administration being already extinguished, they have preferred to annihilate the Seward coalition. And thus they have cleared the track for 1856. A living terror to all the old parties, party hacks and Presidential aspirants for Baltimore nominations, the Know Nothings, though they have lost their Governor, have exhibited a balance of power, here as elsewhere, which renders Kitchen Cabinet arrangements and Baltimore Conventions alike subservient to the decrees of the order.

But while the Know Nothings themselves have broken the backbone of the Seward coalition, and prostrated the administration forces low in the dust, they in their turn may be overcome, and a hazardous warfare upon religion may be availed by the organization of a broad-breasted constitutional Union party, new and homogeneous, and active and strong in resting upon the fundamental law all those practical ideas of progress and development which mark the advances of our country, the unity of the State, the prosperity of our people, the energy of our institutions, and the spirit of the age.

THE RUSSIAN WAR—SEBASTOPOL NOT YET TAKEN—
Bombardment of Petropoli.

By the simultaneous arrival of the *Aspasia* at Halifax, and the *North Star* at this port, from Aspinwall, we have into the news of the progress of the war in the Crimea, and of a Russian attack made by the combined squadrons of the allies in the Pacific on one of the posts on the coast of Kamtschatka. Sebastopol has not yet fallen, and to all appearance is no likely to surrender until after a protracted siege, the batteries of the allies having as yet made but little impression upon the fortifications. The Russian makes frequent sorties, and has succeeded on several occasions in destroying the works of the besiegers. Letters from Constantinople mention that five steamers had arrived from Balaklava, containing troops wounded in repelling one of these sallies. The allied generals had formally summoned the place to surrender, and demanded that the women, children and sick should be sent out of the town. The Russian army, under Menschikoff, was supposed to amount to 45,000 strong. The garrison of Sebastopol is stated to be now 40,000, and the forces of the allies are estimated at about 110,000. It seems that the siege works are attended with more difficulty than was at first anticipated. The nature of the ground, a foot of earth on solid rock, renders scientific approaches impossible, and it was thought that in consequence of this an attempt would be made to storm the fortifications. Should this idea be carried out the carnage will be frightful.

Of general news in connection with the war, the most important is the statement that there is a probability of immediate hostilities breaking out between Russia and Austria. The entry of the Russians into the Dobruja is not confirmed. There is a rumor of another defeat of the latter near Gumri, in which they are stated to have lost all their guns and baggage.

The San Francisco papers bring us the details of the first naval operation of the allies against the Russian possessions in the North Pacific. Petropoli, the point selected for the attack, is a post situated on the eastern shore of Kamtschatka, and from the description given of it, appears to be a place of considerable importance. A strong garrison has always been kept up there, and in anticipation of a visit from the combined fleets, energetic efforts had been made to strengthen its defenses. On the 26th of July the English and French fleets, numbering in all six vessels of war, with an armament of one hundred and ninety-six guns, left the Sandwich Islands for the Kamtschatka coast and arrived off Petropoli on the 29th of August. They met with a warmer reception than they were prepared for, for no sooner had they hove in sight than the guns of the place were opened upon them. Before the bombardment commenced, an incident occurred which spread dismay and grief amongst the crews of the English squadron. Whilst the English Admiral Price was loading his pistols, one of them accidentally went off, the ball passing through his heart. Out of respect for his memory the attack was postponed until the following day.

On the 31st of August the ships of the allies opened fire. The town is situated on a kind of inner bay, and the Russian frigate *Aurora*, of 40 guns, and the *Dwina*, were sheltered behind a sort of sand key or bank in front of it. The outward bay is protected by three forts, one of which stands on the extremity of the narrow peninsula which contributes to form it, and the other two on the main land opposite. The town itself is built on a rising ground, the top of which was covered with batteries. The affair seems to have been a desperate one, and it is admitted on all hands that the Russians conducted themselves with great coolness and bravery. During the four days that the bombardment lasted, the batteries from the heights, as well as the guns from the *Aurora* and *Dwina*, did great execution, and from the description given of the condition of the French vessels which put into San Francisco to refit, they must have suffered considerably. After three of the Russian batteries had been silenced, a detachment of six hundred marines were landed for the purpose of spiking the guns and completing the destruction of the abandoned forts; but owing either to a mistake or treachery on the part of their guide, they got entangled amongst thick bushes, which embarrassed their movements and exposed them to a raking fire from the Russian marksmen. After a desperate conflict the allies succeeded in destroying one of the forts, and capturing forty-three of the Russians. As it became evident, however, that the town could not be taken without fearful loss, the order to re-embark was given, and the fleets sailed southward, capturing the *Sitka*, a vessel belonging to the Russian American Company, on their way.

From the nearly equal losses which took place on both sides, and the imperfect results attained by the operations, the Russians will no doubt claim the credit of a victory in this affair. Whatever exception may be taken to its justice, it must be admitted that the defence which they made was characterized by great skill and bravery, and redeems in some degree the errors which their generals have committed in the south. If the garrisons of the ports in the Baltic and the Black Sea only exhibit the same obstinate valor, the Russian war is likely to be of indefinite duration.

NEW PARTY DENOMINATIONS.—The results of the recent elections have knocked into squall all our old political classifications. The hard shells and soft shells have cast their conchological crests, and will for the future be known as hard woods and soft woods.

RAPACITY OF FOREIGN ARTISTS.—Rachel's programme of conditions for an engagement in this country exactly, it is said, a salary of twelve hundred dollars a night, and the payment of all her expenses. If her brother succeeds in getting such terms for her we will be justified in exclaiming with the Latin poet, *Felix qui potuit!*

AN UNFAIR COMPARISON.—Mrs. Trollope calls the aristocracy of Vienna the *crème de la crème* of elegant society. It would appear from a recent letter from an English military dandy to his lady mother that the cream of Crimean hospitality is only cream of Tartar.

SUICIDAL.—It is to be feared that the Maine liquor law men will take to drinking to drown their sorrows.

SOFT SHELLED MEETING.—A meeting of the democracy will be held in the Park this evening, at five o'clock. A reply to the assault of the Know Nothing meeting will be given. Look out for fun.

Naval Intelligence.
THE STEAMSHIP *BLACK WARRIOR* sailed yesterday afternoon for New Orleans via Havana.

Twenty-one persons were arrested in Cleveland for stealing at the late fair in that city.

THE CAPTAIN OF A U. S. VESSEL CONVICTED OF THE CRIME OF SLAVE DEALING.—The U. S. Circuit Court for the Southern district of New York has been occupied since Monday last in the trial of a highly interesting and important case of slave dealing—the more important and interesting from the fact that the vessel sailed from this port, that many persons of position in this city are to some extent involved in the affair, and that it is the first case of a capital conviction in the United States under the law branding the slave trade as piracy. As our readers generally may not have perused the report of the proceedings given from day to day in our columns, we will state the salient points that have appeared on the trial.

Captain James Smith, or Julius Schmidt, the prisoner, is a native of the Kingdom of Hanover, and came to this country in 1849, as mate of a vessel. In January last he was in this city, and appeared to be connected with certain persons—as well Portuguese as Americans—in slave dealing speculations. In the latter part of that month he proceeded to Boston, and there purchased a small brig, built in Maine, of some 190 tons burthen, and called the *Julia Moulton*. This vessel was brought round to the port of New York; a crew was shipped; a cargo of beans, rice, Indian meal, &c., with all the necessaries for constructing a slave deck, was put on board; the vessel cleared at the Custom House, the captain (James Smith), representing himself to be an American citizen, and sole owner; and on the morning of Sunday, the 12th of February, she put to sea. In the latter end of April she touched at the Congo river, on the coast of Africa, and in the course of two or three hours received on board a cargo of six hundred and sixty-five negroes, including forty women. She then steered for the southern coast of Cuba, and having arrived within a few miles of Trinidad, on that island, landed her human cargo, or so many of them as survived the horrors of the middle passage. The *Julia Moulton* was then burned at sea. The captain and the American portion of her crew returned to the United States. In consequence of a misunderstanding between the captain and his first mate—another German, by the name of James Will—the latter revealed to the authorities here the acts in which he had recently taken part. The captain was arrested, and has since been in custody of the United States Marshal. He was put on trial, as we have said, in the Circuit Court of this district, on Monday morning, and the case last evening terminated in a verdict of guilty against him.

The act of Congress under which this conviction has taken place is that of the 15th May, 1820, which provides that any citizen of the United States who is one of the crew of a vessel engaged in the slave trade, or any person whosever who is one of the crew of a vessel belonging to, or navigated for, citizens of the United States, shall, on conviction thereof, be adjudged guilty of piracy, and shall suffer death. The present case is the first conviction that has ever taken place in the United States under the provisions of that law. Persons have been heretofore arrested, charged with the commission of the offence in question, but have been either acquitted, or having been admitted to bail, forfeited their recognizances and so escaped the penalty attaching to the offence. In this particular case, however, the law has been, so far, successfully vindicated.

An interesting question of law has been raised on the trial, on which the prisoner may ultimately escape the punishment which the law provides. The defence did not attempt to controvert the testimony submitted on the part of the prosecution, but virtually admitted its truth. When they did disclose their line of defence, it was simply this:—That the defendant was a native of Hanover; that he did not leave that country till October, 1849; that therefore he was not, and could not